

generation, looking for an impression of the United States, doesn't come up with the wrong impression.

As we consider what we face today in the closing weeks of this session, let's make sure we do stand together in a bipartisan fashion for defending America as our homeland. Let's put the resources in place to make us safer. We continue to stand behind our troops, but let us not be so bull-headed that we won't consider any change in tactic or strategy that might start to bring our troops home safely, with their mission truly accomplished this time, and let's not give up on Afghanistan. We cannot allow the Taliban to have a resurgence of power and give al-Qaida another place to gather forces to launch against the world. That is our mission. That is our responsibility.

As we gathered yesterday, it was a reminder that at one time not that long ago we stood together in that effort.

Mr. President, I yield the floor, and I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. STEVENS. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

CONCLUSION OF MORNING BUSINESS

The ACTING PRESIDENT pro tempore. Morning business is closed.

SECURITY AND ACCOUNTABILITY FOR EVERY PORT ACT

The ACTING PRESIDENT pro tempore. Under the previous order, the Senate will resume consideration of H.R. 4954, which the clerk will report.

The assistant legislative clerk read as follows:

A bill (H.R. 4954) to improve maritime and cargo security through enhanced layered defenses, and for other purposes.

Pending:

Stevens (for DEMINT) amendment No. 4921, to establish a unified national hazard alert system.

Mr. STEVENS. Mr. President, is the pending business the DeMint amendment?

The ACTING PRESIDENT pro tempore. Yes, it is.

Mr. STEVENS. Mr. President, I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mrs. MURRAY. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

AMENDMENT NO. 4929

Mrs. MURRAY. Mr. President, I ask unanimous consent that the pending amendment be set aside, and I send an amendment to the desk.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered. The clerk will report.

The assistant legislative clerk read as follows:

The Senator from Washington [Mrs. MURRAY] proposes an amendment numbered 4929.

Mrs. MURRAY. Mr. President, I ask unanimous consent the reading of the amendment be dispensed with.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

The amendment is as follows:

AMENDMENT NO. 4929

(Purpose: To extend the merchandise processing fees, and for other purposes)

At the appropriate place, insert the following:

SEC. ____ COBRA FEES.

(a) EXTENSION OF FEES.—Subparagraphs (A) and (B)(i) of section 13031(j)(3) of the Consolidated Omnibus Budget Reconciliation Act of 1985 (19 U.S.C. 58c(j)(3)(A) and (B)(i)) are amended by striking “2014” each place it appears and inserting “2015”.

(b) USE OF FEES.—Paragraph (2) of section 13031(f) of such Act (19 U.S.C. 58c(f)(2)) is amended by adding at the end the following: “The provisions of the first and second sentences of this paragraph limiting the purposes for which amounts in the Customs User Fee Account may be made available shall not apply with respect to amounts in that Account during fiscal year 2015.”.

Mrs. MURRAY. Mr. President, this morning the Senate is considering a very important bill, the port security bill, which many Members have come to the floor to talk about. I am proud to be an original sponsor of this bill and have been working on it for a number of years; in fact, since five years ago, after September 11, when I was the Transportation Appropriations Subcommittee chair. At that time I began to bring stakeholders together to talk about how we can make sure the cargo containers that are coming into this country are secure. It is a very complex issue. It is very difficult to do. We have a tremendous balancing act of making sure that cargo containers are safe when they come into our ports but also that we don't halt our economy as we move forward with this initiative.

I have been very proud to work with a number of Senators in getting us to this point, and I am hoping this bill will move forward in an expeditious manner. Obviously, there will be a number of amendments that come before us, and I look forward to working with other Senators on both sides of the aisle to move them forward.

The bill that is now before the Senate has one major hole. The original bill we have been working on with all of the committees contained a funding source for this bill that some Members had some concerns about. The original bill that we offered had tariff fees as the funding source. The Finance Committee has objected to that. They were

concerned about that. I understand that concern. Because of that objection, the bill that has come before us is an important bill, but it lacks the ability to put in place a secure system. It is essentially an empty shell without a funding source.

That is why I have sent to the desk right now an amendment we have been working on together with a number of people to make sure this bill is not just about rhetoric but actually has the funding behind it. If we pass this bill without funding it, we will not have done our job. The amendment I sent to the desk extends two existing Customs user fees for 1 year to fund this bill. Those are fees that are collected today that are going to expire, and all we are doing is extending the collection for an additional year.

The fees we are extending are the merchandise processing fee and the passenger conveyance fee. Extending those for just 1 year will produce close to \$2.5 billion in revenue and will importantly provide a dedicated funding stream to pay for the new security initiatives authorized in this bill. By voting for this amendment, this Senate will put money behind the rhetoric of port security. This Senate will put money behind the rhetoric. That is absolutely critical in today's world.

I sit on the Appropriations Committee. I sit on the Department of Homeland Security Appropriations Subcommittee. If we do not put a dedicated source of funding behind this bill, we will simply put port security in contention with all of the other functions of the Department of Homeland Security. We will be looking at Coast Guard money, FBI money, all of the important functions that we need to have within this bill, and port security will be just another issue that doesn't get funded. That is why this funding amendment is so absolutely critical.

The funding for this amendment is going to be used to hire new Customs and Border Protection officers. We can't just simply require our Customs and border officials to do more. They are important positions. Their eyes on the containers and their eyes on the tracking, their eyes on the containers as they are loaded and secured is absolutely critical. Without putting new Customs and Border Patrol agents in place to do the functions we are asking for in this bill, we simply will be sending an empty promise to America.

The funding also will improve the tracking and data collection of every container coming into our ports. That is essential funding which will make sure what we put into those containers is sealed, that someone is watching to make sure they haven't been tampered with, that no one has gotten into them, and that those containers have not gone someplace they are not supposed to. Just putting a tracking seal on it isn't going to make sure we know a container has not been tampered with. We need the personnel in place to do

the tracking. That is an important item for funding in this bill. The current bill doesn't have the funding for it. The amendment I am offering will make sure we have eyes on those tracking systems.

The funding will also establish incentive programs for shippers who voluntarily agree to these standards. That is the GreenLane section of this bill that is very important to make sure we know we can reduce the number of cargo containers coming into our ports that could produce a danger for American citizens and for America's economy.

The funding will also establish protocols for the resumption of cargo shipments after a disruptive incident. We put in place a system which assures, should an incident occur on one of our ports, that we have a resumption strategy in place so we know which cargo, which containers can begin to move off of our ports in an expeditious manner. The reason this is so important is if we don't have a protocol in place, it will take weeks, if not months, to get that cargo moving again. That will have a tremendous impact on our economy not just in our port cities but throughout the Nation, as stores would not have any retail goods on their shelves. The economic impact of that has been outlined in this debate, but it would be devastating. We absolutely need to have a protocol in place, and this funding stream will assure it is not just empty rhetoric but actually a funding source.

Finally, the funding is important for authorizing and appropriating money for a grant system for our ports, critical funding infrastructure for gates, for fencing, for making sure people are in place to know who is coming onto our ports—critical infrastructure that we have known is lacking and needs a real funding stream, not just rhetoric saying we are requiring it.

I am very pleased to bring this amendment to the Senate, and I hope it is agreed to overwhelmingly because it is critical that we put in place not just an authorizing bill to tell the American public we are putting in place a port security bill but that we actually have the funding so we can accomplish what I think everyone believes is an important goal.

I have presented this amendment and ask for its consideration.

I yield the floor.

The ACTING PRESIDENT pro tempore. The Senator from Hawaii.

Mr. INOUE. Mr. President, I ask the Senator from Washington I be added as a cosponsor of her amendment.

The ACTING PRESIDENT pro tempore. Without objection, it is so ordered.

Mr. INOUE. I thank Senator MURRAY for her efforts to reconcile what we believe to be the most glaring vulnerability of this bill—how to pay for it.

As I noted in my opening statement, authorizing security programs for our ports and supply chain is the first step.

We also must provide the actual funding to implement these new initiatives. While we have rushed to debate this security bill this week as the country remembers those who lost their lives 5 years ago, the Homeland Security Appropriations Subcommittee is in conference struggling to find the necessary funds to pay for existing programs. The security enhancements we are debating this week provide our constituents no benefit if we do not give the agencies we have tasked with these new responsibilities the necessary funds to do their job.

Despite a vulnerable maritime system and a very real threat to the physical and economic security of all Americans, the President has provided little support to help secure our Nation's ports from terrorist attacks. Even though the Congress has enacted two port security laws, the White House has included limited port security funding in their annual budget requests, proving their support for port security has been all talk and no action.

In 2003, when the President's budget failed to provide a fraction of the funding necessary for port security programs, Democrats offered an amendment to the Budget Resolution to provide \$1 billion per year for 2 years to help ports meet the new security mandates. The amendment closely followed the Coast Guard's estimates on the immediate, first year costs for ports to meet the mandates. The amendment received unanimous approval in the Senate. During the conference committee's consideration of the budget resolution, the Republican leadership eliminated the provision.

Recognizing this inadequacy and lost opportunity to deliver funds to the ports quickly, the Democrats offered an amendment to add \$1 billion to the 2003 supplemental again to help ports meet the new security mandates. Despite unanimous approval in the Senate 3 weeks earlier, when it came time to put the real dollars behind the budget commitment, the amendment was opposed by the administration and defeated on the Senate floor on a party-line vote.

Unfortunately, this year we saw history repeat itself. A Democratic amendment offered by Senator BYRD to increase funds for port security programs by \$648 million was offered and agreed to by unanimous consent during committee consideration of the fiscal year 2006 supplemental appropriations bill. Yet again when it came time to put real dollars behind their commitment to port security programs to make them a reality, the additional funds were opposed by the administration and were eliminated in conference.

If history is any guide, the additional funding provided by the Senate in the fiscal year 2007 Department of Homeland Security Appropriations bill is likely to be eliminated again during this ongoing conference.

It has become evident that only by identifying a revenue source other than

appropriated funds to pay for the new initiatives authorized in this Port Security Improvement Act can we truly overcome this cycle of all talk and no action. And that is exactly what the Murray amendment does.

The Murray amendment raises \$2.5 billion by extending customs fees. It goes a long way toward covering the costs for the \$3.2 billion authorized in this legislation. This is a tremendous step in the right direction to pay for more than 78 percent of the authorized levels in the underlying bill. I hope my colleagues will join with me in supporting this amendment.

Mr. President, I suggest the absence of a quorum.

The ACTING PRESIDENT pro tempore. The clerk will call the roll.

The assistant legislative clerk proceeded to call the roll.

Mr. LOTT. Mr. President, I ask unanimous consent that the order for the quorum call be dispensed with.

The PRESIDING OFFICER (Mr. BURR). Without objection, it is so ordered.

Mr. LOTT. Mr. President, parliamentary inquiry: What is the pending business?

The PRESIDING OFFICER. The pending business is the Murray amendment.

Mr. LOTT. I understand that other Senators may be coming to speak on the amendment. But I wish to speak in general in support of the bill itself.

Mr. President, yesterday, Monday, September 11, 2006, marked the fifth anniversary of the terrorist attacks of our country, on September 11, 2001. It was an emotional day for all of us. There were feelings of remembering the unity that it brought to all of us even here in this institution after that dreadful day. It was a day of mourning and sadness and a lot of mixed emotions. But I also think it reminded us once again that the terrible threat we saw come to fruition on that fateful day is still with us and we have more work to do.

I think it is important for those of us in Congress to point out that we have done a lot to address the terrorist threat to try to make our country safer from a variety of security vulnerabilities since then. I don't think we talk enough about what we do. But I remember very well the months after September 11, 2001, the fall of that year on into the next year, for a period of weeks—yes, even months—when we worked together. We put aside partisanship, we put aside political interests, and we decided we were going to do what was right for our country. It was a great time.

I note that the approval rating of the Congress during that period went to the highest level it has ever been before or since. The people liked it when they saw us working together and doing the right thing for our country. Of course, I should note that it has probably fallen steadily ever since then. But we have more to do.

I took the time last month to go to the west coast and look at ports, to look at ships that come in and their cargo, how the targeting works, how the random selection works, how the scanning works, how the intermodule systems work. It is an incredible thing to see, all the cargo coming into and going out of our west coast port—in fact, all of our ports.

I represent ports that serve the Gulf of Mexico and, of course, we have our very important east coast ports, too. It is a phenomenal thing to see where good progress has been made, but more needs to be done.

I do not know if it is fiscally possible or physically possible to guarantee that our ports are secure. But we have done some, and we need to do more.

I point out that we passed the Maritime Transportation Security Act of 2002. This was major legislation. And I was very pleased we were able to get it done. It has made a difference. It has a number of provisions in it that have helped us to move toward more sophisticated analysis of cargo shipment data; cooperative arrangements between foreign ports and businesses involved; targeted deployment of non-intrusive scanning and radiation detection equipment. Great progress is being made in this area.

The next generation of these scanners is ready to come onto the market. I took a look at how one of them works. It scans a container in 12 seconds. You can pick up something as small as a pistol smuggled among the cargo. You can pick it out because I saw it. If I picked it out, just about anybody can pick it out.

But that was a good piece of legislation. Now we have this next step, the Port Security Act of 2006. I thank the chairman of the Homeland Security and Governmental Affairs Committee, Senator COLLINS of Maine, and her ranking member, Senator LIEBERMAN. They deserve great credit for having produced a good bill—and then they took it beyond that. They worked with the Commerce, Science and Transportation Committee, on which I serve, to address concerns of that committee and some of their jurisdictional interests.

Then we had to go another step and work with the Finance Committee. Good work has been done. It has been done by three different committees and in a bipartisan way.

Now we have an opportunity to do something good and something that is needed, but more is needed. There is no question about that.

This bill will improve security at our seaports by including waterway salvage operations in port security plans. It calls for unannounced inspections of port facilities to verify the effectiveness of facility security plans.

I want to reemphasize I was a little surprised and impressed at what I saw at the Ports of Seattle and Tacoma—the security operation, the way the port officials work with Government

officials and work with our security officials, DEA and Customs, and all the rest of them where there is a maze of entities that are involved. It seems to be working pretty well, I say to the Senator from Washington State. I went out there, frankly, not expecting much, and I was surprised and relatively pleased.

Am I still concerned and nervous? When you look at the Port of Seattle, as the Senator said on the floor, you have a city, two stadiums right there in a pretty compact area. You have ships coming in from all over the world at a steady stream. The risk of danger is unsettling, to say the least.

We need to do more. This legislation provides additional direction on the implementation of the Transportation Worker Identification Card Program. We can do that. In fact, they have already done it in the private sector. It is just the Government that is lagging behind.

It mandates the establishment of interagency operation centers to coordinate the security activities of the many Federal, State and local agencies.

I get a little nervous because I have dealt with this, too, where you have a major event. I remember one time when we had a drug cargo coming into my hometown. A pretty good fracas broke out about what was going to be the lead agency and take the credit. Was it going to be the local sheriff, was it going to be port authority, FBI, Customs or DEA?

Here is my answer: Who cares? Somebody needs to get the job done. Quit squabbling over who is the lead agency or who gets the credit or who gets the blame and make sure it is done seamlessly and effectively. I think we do that with this bill.

This bill mandates the establishment of interagency operations centers to coordinate the security activities of all these different agencies.

It mandates the establishment of an exercise program to test interagency cooperation.

It establishes a training program for ports and their workers.

It improves security in the international supply chain. That is what a lot of people say: Wait a minute, once it gets to Seattle, it is too late. Right. So what is happening at the port of embarkation? Who is looking at the situation there?

The bill ensures that following any maritime transportation security incident there will be an orderly resumption of cargo movement through our ports. It authorizes the Container Security Initiative, which examines containers at foreign ports prior to their shipment to the United States. It authorizes the Customs-Trade Partnership Against Terrorism Program to improve information sharing and cooperation between the private sector and the Department of Homeland Security.

Everything I was concerned about, while I was looking at these ports and

ports in my hometown and gulf ports and other ports, I think this legislation addresses or moves in the right direction.

Now, I admit, some of it will include pilot programs or we are going to study this or that, and we waste so much money and so much time with that sort of thing. But when you are talking about very sophisticated, integrated, voluminous programs, like what is going on in our ports, a little thought might be a good idea.

Now, my complaint would be, why did we not do that a year ago, two years ago, three years ago? Well, sometimes the problem is us. We have to legislate. We have to do something. It is not enough that we just stand around and complain about our concerns, and then, when we have a chance to do something, we cannot follow through.

So I urge the leaders of these committees to press forward. Do it now. Let's not drag this out. There will be some good amendments that will be offered. Probably we ought to take them. Some of them are already being considered. Some of them have already been taken. There will be some amendments, really, that are just grandstanding.

Hey, that is our right. We are Senators. But I would just say we need to get this done. There is not a lot we can take credit for in terms of security in this particular Congress. This would be good. And besides that, I would hate to be the Senator who dragged this bill out or voted against this bill when an incident occurs.

This is a plus for the institution. When you do the right thing for the American people, there is plenty of credit to go around. Let's get this legislation passed and let's do it now. We do not need to be working on this at 6 o'clock Thursday night. We can finish this tonight or tomorrow. And then let's move on because it is well considered. It is bipartisan. There are some legitimate amendments. Let's take them up. Let's deal with them, and then let's go to another subject.

But overall, I feel good about the work that has been done on this bill, and I think we need to do more, and we need to do it very quickly. This will be a step in that direction.

Mr. President, I yield the floor.

THE PRESIDING OFFICER. The minority leader.

Mr. REID. Mr. President, first of all, I congratulate the individuals responsible for bringing this bill to the floor. No one is more responsible than the senior Senator from Washington, Mrs. MURRAY. She has talked about this for years. This was a difficult bill because it had multiple jurisdictions—the Homeland Security Committee, the Finance Committee, and the Commerce Committee. The bill is here and I am glad it is here. It is long overdue. But this is a small slice of what we need to do to make America safe. We need to do much more. Five years after 9/11,

America is not as safe as it could be and should be. In my opinion, failures by this White House and inaction by this Republican-dominated Congress have left our ports and borders vulnerable, our chemical plants open to attack, our nuclear power facilities unsafe, our mass transit systems unsecure, and our military stretched to levels not seen since Vietnam. We need a new direction to keep America safe, and we need it now.

AMENDMENT NO. 4936

(Purpose: To provide real national security, restore United States leadership, and implement tough and smart policies to win the war on terror)

Today, I intend to offer the Real Security Act of 2006 as an amendment to the port security bill. The Real Security Act provides an aggressive plan to make America safe. It takes nothing away from the port security legislation before this body. It is based on the real lessons of 9/11, more than 5 years ago, that occurred, lessons that for too long have been ignored by this Congress. This Democratic amendment would get serious about all facets of security—not only on port security but also on rail, aviation, and mass transit.

My colleagues on the other side of the aisle talk tough about national security. Today we will see if they are serious about taking the required steps to actually keep America safe by joining with us in supporting a tough and smart plan to protect our families.

This Real Security Act would, first of all, implement all 41 recommendations of the bipartisan 9/11 Commission.

In a report card last year, the 9/11 Commission gave Republicans in Congress and the Bush administration D's and F's in implementing its recommendations. The amendment would provide the adequate resources for first responders, improve intelligence oversight and homeland security funding, and improve our tracking of material that can be used in nuclear weapons.

An additional section would equip our intelligence community to fight against terrorists. With all the tough talk from this Republican Congress about terrorism, it is striking, stunning to find that for the first time in 27 years, this Congress did not authorize the Intelligence bill for our intelligence community—the first time in 27 years. This year, again, there is no authorization, and we have 18 days remaining in this session of Congress. This Real Security Act would, in fact, adopt the Intelligence authorization bill that needs to be passed.

Third, the amendment will secure not only our ports but our rails, our airports, and our mass transit systems. In addition to that, it would protect our chemical plants. And this is real money here to protect our chemical plants, real money to protect our nuclear power facilities. Our nuclear generating facilities—it is no secret—have their independent security systems. Some have referred to them as “rent-a-cop” programs. What they do is put out

the security of these nuclear power facilities to the lowest bidder. We have to have standard protection for our nuclear power facilities. That would be done with this amendment which we are going to offer.

As I indicated, this legislation will do some good things, in section 3, that I have talked about.

Customs and Border Protection, which we talk about a lot—this would actually give a half a billion dollars, \$571 million, for necessary expenses for border security, including for air asset replacement and air operations facilities upgrade, the acquisition, lease, maintenance, and operation of vehicles, construction, and radiation portal monitors that Border Patrol tells us are absolutely essential, and they do not have them after 5 years.

It would give \$87 million to the U.S. Citizenship and Immigration Services. As I have indicated, it would give an additional \$55 million for air cargo security, including cargo canine teams and inspectors. It would give \$250 million for aviation security, including—very importantly—after all these years after 9/11, we still do not have explosives monitoring equipment. The Coast Guard would be given \$184 million—these are real dollars; these are not authorized dollars—for necessary expenses for the Integrated Deepwater Systems Program. The Coast Guard says this is essential. This section is important, as I have indicated, for making our country safer.

The fourth provision of this amendment would focus resources on the war on terror. Bin Laden's trail has gone cold, as we have seen in the papers in recent days. The administration has taken its eye off the war on terror and gotten our country bogged down in Iraq. This amendment will change this by increasing substantially our special forces operations to capture terrorists, to kill terrorists. It would improve our relationships with the Muslim world so we can help stop recruitment of new terrorists.

Fifth, the amendment would provide better, updated tools to bring terrorists to justice. We have a sense of the Senate on FISA. As we speak, there is good bipartisan work being done on domestic surveillance. Senator FEINSTEIN and others have worked on a bipartisan basis. It is my understanding she has, on the Judiciary Committee, at least two Republican Senators who will support her amendment. That is important.

As to the Hamden decision, the Supreme Court said we need to do something. And we do need to do something. Senators LEVIN and WARNER and others have worked on a bipartisan basis to do something about that. It would bring terrorists and detainees in Guantanamo Bay and other places to justice by listening to our military experts and helping to create tough tribunals that will lock up terrorists while respecting the Constitution and maintaining America's integrity. It is important we do this.

Finally, this amendment would change the course in Iraq. Our amendment would include the Levin-Reed resolution to move in a new direction in Iraq. There would be a transition of the U.S. mission in Iraq to counterterrorism, training, logistics, and force protection. No immediate withdrawal, nothing like that. It would begin a phased redeployment of U.S. forces from Iraq before the end of this year, as called for by some of my colleagues on the other side of the aisle. We would work with Iraqi leaders to disarm the militias and develop a broad-based and sustainable political settlement, including amending the Iraqi Constitution to achieve a fair sharing of power and resources.

We would convene an international conference—which has been called for by Senator BIDEN for years now, and others—and contact group to support a political settlement in Iraq, preserve Iraq sovereignty.

It is very important that this amendment be adopted. We have talked a lot about terrorism, homeland security, talked about doing something about what is going on in Iraq and Afghanistan. This amendment would do that. I would hope my colleagues on the other side of the aisle would allow us to adopt this amendment. I believe it is essential. We have waited too long. It needs to be done.

Mr. President, I ask unanimous consent that the amendment that is now pending be laid aside.

The PRESIDING OFFICER. Is there objection?

Without objection, it is so ordered.

Mr. REID. Mr. President, I call up my amendment.

The PRESIDING OFFICER. The clerk will report the amendment.

The legislative clerk read as follows:

The Senator from Nevada [Mr. REID] proposes an amendment numbered 4936.

Mr. REID. Mr. President, I ask unanimous consent that reading of the amendment be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered.

(The amendment is printed in today's RECORD under “Text of Amendments.”)

Mr. REID. Mr. President, thank you very much.

I now yield the floor.

The PRESIDING OFFICER. The Senator from North Dakota.

Mr. DORGAN. Mr. President, I am going to offer an amendment. I will ask that the pending amendment be set aside in a moment. I am not able to debate my amendment at this point because there is a large group of farmers who are in town to talk about disaster relief, and I am expected to be with them at 11:30. I am going to offer the amendment, go over and be a part of what they are doing, and then come back.

But before I offer this amendment, I want to say, just for a moment, this morning the new trade deficit figures were released. The highest trade deficit in America's history was announced

this morning: \$68 billion. That is the highest trade deficit in our history: \$68 billion for 1 month.

This is the most incompetent, unbelievably dangerous trade strategy, and yet all we get from anybody is this talk about free trade, free trade, how wonderful it is. Well, this last month alone, we are up to our necks in \$68 billion of debt, the majority of which is held by the Chinese and the Japanese. If this month's trade deficit does not persuade some people to finally decide the current trade strategy is not working, then I guess nothing ever will.

But let me just, from this 1 month, extrapolate what our yearly trade deficit is with these various countries. We are running a trade deficit at a \$240 billion-a-year level with China. Our trade deficit with the European Union is at a \$140 billion-a-year level; OPEC, \$120 billion a year; Japan, \$90 billion a year; Canada, \$70 billion a year; Mexico, \$60 billion a year. It is unbelievable what is happening—\$68 billion a month in trade deficits.

Now, I understand there are a lot of people who vote for all these trade agreements and think this is wonderful. This is not wonderful. It is undermining this country's economy, it will injure our economic future, and I think it will consign our children to an economic future and opportunities that are much less than we have experienced. I would expect and hope that one of these days this Congress and this President will wake up and decide that this trade strategy isn't working. We are choking on trade debt, moving millions of jobs overseas, and tens of millions more are poised to go.

If this doesn't persuade people to decide to stand up for this country's economic interests, I guess nothing ever will. At this point, we need, on an emergency basis, the understanding that we should create a fair trade commission in this country that leads us toward trade balance, getting rid of deficits, and standing up for American jobs and American interests. That hasn't been the case for a long time.

This morning's announcement simply underscores once again the dramatic failure of this trade strategy, the failure of this Government to stand up for this country's economic interests. I will talk about that more later.

AMENDMENT NO. 4937

Mr. DORGAN. Mr. President, I send an amendment to the desk, and I ask unanimous consent that the pending amendment be set aside.

The PRESIDING OFFICER. Without objection, it is so ordered.

The clerk will report.

The legislative clerk read as follows:

The Senator from North Dakota [Mr. DORGAN] proposes an amendment numbered 4937.

Mr. DORGAN. Mr. President, I ask unanimous consent that reading of the amendment be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendment is as follows:

(Purpose: To prohibit the United States Trade Representative from negotiating any future trade agreement that limits the Congress in its ability to restrict the operations or ownership of United States ports by a foreign country or person, and for other purposes)

At the appropriate place, insert the following:

SEC. ____ FOREIGN OWNERSHIP OF PORTS.

(a) IN GENERAL.—On and after the date of the enactment of this Act, the United States Trade Representative may not negotiate any bilateral or multilateral trade agreement that limits the Congress in its ability to restrict the operations or ownership of United States ports by a foreign country or person.

(b) OPERATIONS AND OWNERSHIP.—For purposes of this section, the term "operations and ownership" includes—

- (1) operating and maintaining docks;
- (2) loading and unloading vessels directly to or from land;
- (3) handling marine cargo;
- (4) operating and maintaining piers;
- (5) ship cleaning;
- (6) stevedoring;
- (7) transferring cargo between vessels and trucks, trains, pipelines, and wharves; and
- (8) waterfront terminal operations.

Mr. DORGAN. Mr. President, this amendment is simple. It relates to the issue of port security, which is the bill we are on. As you know, earlier this year we had a substantial amount of controversy about port security, at a time when the Bush administration gave the green light for Dubai Ports World, which was a government-owned company in the United Arab Emirates, to have the opportunity to take over management of seaports in our country—in New York, New Jersey, Baltimore, Philadelphia, New Orleans, and Miami, among others.

In February of this year, the Bush administration said that was fine for a company called Dubai Ports World to take over the management of these ports. It had been given official sanction to do so, and the President indicated that if the Congress didn't like it, and if the Congress passed legislation to do something about it, he would veto any bill Congress might approve to block the agreement that would allow the United Arab Emirates-owned company to manage American seaports.

Well, the UAE then indicated it was going to back away, and Dubai Ports World has now moved to try to find a way to sell its interest to others. My understanding is that it has not yet done so. But the circumstances are that the Oman Free Trade Agreement, which will come to the floor of the Senate this week we are told by the majority leader, includes a provision—I will describe it in greater depth later—that would prevent the Congress from interfering in any way with a foreign company from Oman from managing our ports.

My amendment is very simple. It would say that trade officials would be prohibited from agreeing to any trade agreement that would preclude the Congress from blocking a takeover of U.S. port operations by foreign companies. In recent trade agreements they

have actually included—which we have negotiated with other countries—the opportunity for those countries and their companies to come in and run America's ports.

When we are talking about port security, don't tell me about security if we decide we are going to allow other countries, and companies owned in many cases by countries, to take over the management of America's ports. That is not port security and not, in my judgment, improving the security interests of this country.

We went through this debate about Dubai Ports World and United Arab Emirates. That issue is not resolved. It is being raised again in every trade agreement that is being negotiated and is included in the one with Oman that will be debated later this week. The majority leader wishes to take up that trade agreement. I believe there is a 20-hour requirement or debate provision with respect to that agreement.

I intend to talk at some length about what that agreement provides with respect to this provision. The provision in this trade agreement once again is that it is going to be just fine for foreign interests to come in and provide management and many other functions at America's seaports. Tell me how that will make this country more secure.

I don't think anybody can talk about security when at the same time, in trade agreements, we are saying we want other countries, and companies that are owned by these countries, in fact, to come in and manage America's seaports. That is a recipe for disaster, in my judgment.

I will speak more about it later. I wanted to at least lay the amendment down and have the opportunity to be in line after lunch and talk about this amendment at greater length.

I yield the floor.

Mr. GRASSLEY. Mr. President, everyone in this Chamber understands that we are in a political season. And that means we are going to be taking political votes. The amendment offered by the Senator from North Dakota is indeed one of those votes.

Now, Senator DORGAN is a friend of mine. We have worked together on a number of important issues. But let's face it. This amendment doesn't really do anything. It creates the appearance of a problem and then purports to resolve that illusory problem. So there really isn't any point to the amendment. But we also know, that no Member wants to be portrayed in a 30-second television commercial as having voted against U.S. ownership of port operations. So I recommend to my colleagues that they support this do-nothing amendment.

Let me explain why this amendment doesn't really do anything. This amendment says that after the date of enactment, the U.S. Trade Representative may not negotiate any bilateral or multilateral trade agreement that limits the Congress in its ability to restrict the operations or ownership of

U.S. ports by a foreign country or person. But the fact is, our trade agreements do not prevent Congress from legislating on any matter, including ports.

First off, Congress can always override an international agreement by passing subsequent legislation. That is an elementary principle of constitutional law. Moreover, our standard implementing legislation for trade agreements expressly states that if a provision of a trade agreement is inconsistent with any provision of U.S. law, then that provision in the trade agreement shall not have effect. In other words, in the event of an inconsistency between a trade agreement and U.S. law, Federal law prevails over the trade agreement. Yet this amendment suggests that the U.S. Trade Representative can somehow transcend our Constitution and Federal law by negotiating a trade agreement.

That is ridiculous. It is false. But as I said, we are in a political season. So I suggest we accept this do-nothing amendment, recognizing it for the political act that it is, and we move on. It is critical that we move this important legislation through the Senate as soon as possible and avoid getting bogged down in politics.

The PRESIDING OFFICER. The clerk will call the roll.

The legislative clerk proceeded to call the roll.

Mr. SCHUMER. Mr. President, I ask unanimous consent that the order for the quorum call be rescinded.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. SCHUMER. Mr. President, I ask unanimous consent to lay aside the pending amendment, and I call up my amendment, which I believe is at the desk, No. 4930.

The PRESIDING OFFICER. Without objection, the pending amendment is set aside.

The clerk will report.

The legislative clerk read as follows:

The Senator from New York [Mr. SCHUMER] proposes an amendment numbered 4930.

Mr. SCHUMER. Mr. President, I ask unanimous consent that reading of the amendment be dispensed with.

The PRESIDING OFFICER. Without objection, it is so ordered.

The amendment is as follows:

(Purpose: To improve maritime container security by ensuring that foreign ports participating in the Container Security Initiative scan all containers shipped to the United States for nuclear and radiological weapons before loading)

On page 5, between lines 20 and 21, insert the following:

(9) INTEGRATED SCANNING SYSTEM.—The term “integrated scanning system” means a system for scanning containers with the following elements:

(A) The container passes through a radiation detection device.

(B) The container is scanned using gamma-ray, x-ray, or another internal imaging system.

(C) The container is tagged and catalogued using an on-container label, radio frequency

identification, or global positioning system tracking device.

(D) The images created by the scans required under subparagraph (B) are reviewed and approved by the Secretary, or the designee of the Secretary.

(E) Every radiation alarm is resolved according to established Department procedures.

(F) The information collected is utilized to enhance the Automated Targeting System or other relevant programs.

(G) The information is stored for later retrieval and analysis.

On page 43, strike lines 11 through 14 and insert “enter into agreements with the governments of foreign countries participating in the Container Security Initiative that establish criteria and procedures for an integrated scanning system and shall monitor oper-”.

On page 44, line 5, strike “and”.

On page 44, line 9, strike the period at the end and insert the following: “; and”.

On page 44, between lines 9 and 10, insert the following:

(5) shall prohibit, beginning on October 1, 2008, the shipment of any container from a foreign seaport designated under Container Security Initiative to a port in the United States unless the container has passed through an integrated scanning system.

On page 60, strike lines 9 through 15.

On page 62, lines 7 and 8, strike “As soon as practicable and possible after the date of enactment of this Act” and insert “Not later than October 1, 2010”.

Mr. SCHUMER. Mr. President, I rise to talk about one of the most critical gaps in our homeland security, and that is port security. This week, everyone in my home State of New York—certainly there but also everywhere in America—is asking if we are safer since 9/11. I have to say, if you look at port security, the answer is an unfortunate no.

In this week of remembering the attacks on 9/11, I am pleased that the critical issue of port security is under consideration by the Senate. I think the Port Security Act of 2006 is a good start. I commend my colleagues, and particularly my friend from Washington State, who worked so long and hard on this issue. But I also want to be sure the legislation we pass provides real teeth and resources for port security.

The United States is the leading maritime trading Nation in the world. At any given moment our seaports are full of container ships, warships, cruise ships, and oil tankers. Every one of these ships is an opportunity for terrorists to strike at our industry, our infrastructure, and our lives. We know these enemies will wait patiently and plan carefully in order to create maximum panic and damage.

Our greatest risk is that a terrorist could easily smuggle a nuclear weapon through our ports, God forbid, and bring it into the United States. Once it gets out of the port, it will be gone, and we would not know about it until it is too late.

Yet, unfortunately, our vulnerable seaports have long been neglected by the administration. Programs to screen for nuclear materials are delayed and delayed and delayed. I have been push-

ing amendments such as this for years and, frankly, the administration, in lockstep with my colleagues on the other side of the aisle, generally talks the talk, but they do not walk the walk. They do not say we should not do research to guard against nuclear weapons being smuggled into our country, but then when it comes time to allocate resources to get it done, when the need is \$500 million, they might allocate \$50 million or \$35 million. That is what has happened in years past. That is a disgrace. That is letting our guard down.

Mr. President, we need to fight the war on terror overseas, no question about that. But as any high school basketball coach will tell you, to win a game—in this case, a war on terror—you need both a good offense and a good defense. We have woefully neglected the defense. An example is the spending by this administration, DHS, and by the Senate and this Congress on port security.

By the end of this month, DHS will have provided \$876 million in port security grants since 9/11. This is a fraction of what we have spent on aviation security, and it is far less than what is needed.

Maritime trade is booming. The Coast Guard estimates port owners will need \$7.2 billion over the next 10 years to bring ports in line with Federal security requirements, and we need to give more funding and more attention to vulnerable seaports. If we ever needed convincing that this administration is asleep at the switch when it comes to port security, turn back the clock a few months to the fiasco over Dubai Ports World. That company, a government company from the United Arab Emirates, was cleared to take over operations at more than 20 ports along our eastern and gulf coasts without any serious review.

It was hard to believe. And then when the President learned there wasn't serious review, he still said we don't need it. Now that shows a profound and very disturbing unawareness of what we need for port security.

The Dubai Ports World takeover almost snuck under the radar, after getting scanty review from the CFIUS committee. There is only one bit of good that came from this Dubai Ports World fiasco. It revealed how little we had done to protect our ports and focused the Nation, and hopefully this administration, on bolstering port security in the United States and around the world.

I am inclined to support the Port Security Improvement Act of 2006, but I am also very concerned that this bill does not go nearly far enough toward securing our seaports and shipping vessels, especially against the unspeakable danger of a nuclear weapon.

This is our great nightmare. God forbid—God forbid—a nuclear weapon is shipped into this country and exploded. Nothing could be worse.

So instead of doing little baby steps, instead of saying this is a 10- or 15-year

project, why aren't we moving with alacrity to make ourselves safer against the greater danger we could face?

I know my colleague from Connecticut, who has just walked in, has been very active on this issue and has been very helpful to me when I have offered amendments in this regard.

We need to do much more to guard against nuclear weapons being smuggled into our country by sea, and we can't have any holes in our defenses. Today I am offering two amendments that will strengthen port security improvement in these key aspects.

The first amendment is the amendment that is pending, No. 4930. This amendment secures our ports by screening all cargo containers that reach our shores to make sure they do not contain a nuclear or radiological weapon.

More than 9 million cargo containers enter the country through our ports each year, and as we all know—it is sad, it is woeful—only 5 percent of these containers have been thoroughly screened by Customs agents. That is nothing short of an outrage. It would truly be a nightmare scenario if one of these unchecked containers had a nuclear weapon smuggled in by a terrorist group.

The latest I heard from some on the other side is: We can't guard against every single terrorist act. We don't have the resources or the focus to do it.

I disagree. But even if one believed in that philosophy, one would have to put nuclear weapons and the danger of them being smuggled into this country at the very top of the list of dangers. So even if one's view is we can't do everything, we certainly should do everything we can to prevent this nightmare scenario.

Terrorists, unfortunately, could detonate a nuclear bomb in a port or the bomb could be loaded on a truck or railcar and be sent anywhere in our country or terrorists could combine radioactive material with conventional explosives to make a so-called dirty bomb.

Any attack of this kind would cause unspeakable casualties, destruction, and panic. We know our enemies are ruthless and determined enough to plan this type of attack. Yet the administration has waited years and years, and I have been trying to implore them to take significant action on port security.

We know terrorists have tried to purchase nuclear materials on the black market, and we know that any shipping container could be used as a Trojan horse to smuggle deadly radioactive material into our country. But this country has not stepped up to the plate to fund port security at the levels that are necessary or to pass laws with real teeth.

This amendment will end this shocking state of affairs and make America safer by requiring that within 4 years, every container coming into the United

States will pass an advanced nuclear detection system known as integrated scanning.

Integrated scanning is used now. I have visited—and so has my colleague; I visited, with my colleague from South Carolina, LINDSEY GRAHAM, Hong Kong about 6 months ago. It is an amazing system. The containers are not slowed down. They simply are required to drive through a portal with two detection devices, each on a side, that do two things: They first check for nuclear weapons and nuclear materials. The only good news is—they are terrible and dangerous—they emit gamma rays which pass through just about anything but lead. Even if they are hidden in an engine block, the detection device works.

At the same time, because lead may cover them, there is a scanning device that will reveal large chunks of lead. Once these trucks go through the devices with these containers, we will know if they have nuclear weapons or nuclear radiation, nuclear materials or, alternatively, a significant enough amount of lead that could shield those, and we could then inspect the container.

An integrated scanning system works. I have seen it with my own eyes. I salute the firm of Hutchison Wampoa, the largest shipping company in the world, for on their own instituting this system in the Port of Hong Kong. They do the checks using non-intrusive imaging technology. Then it is checked with a tracking device, as well as, of course, the nuclear device. And if the checks don't match up, Customs inspectors know something is wrong and can stop the container.

Isn't it a shame that China and Hong Kong have better port security than we have in the United States? Integrated scanning for nuclear weapons is a model of what it means to make a true commitment to port security.

We don't need to study this any more. My amendment sets firm deadlines for containers entering the United States to meet this mark. If it is working in Hong Kong, there is no reason why America shouldn't hold other ports that handle our commerce to the same high standard of safety.

There are some critics who say this is an unrealistic deadline; let's study it some more. It is working. It is there. It has been working for a year without flaws. Why do we have to study it when the danger is so great and the technology is there?

The Department of Homeland Security has wasted enough time securing our ports. It is time for Congress to hold DHS accountable and time for us to demand real security at our seaports.

Under this pending amendment, by October 2008, integrated scanning must be used to check all containers that arrive on U.S. shores from foreign ports participating in what is known as CSI, the Container Security Initiative.

There are 40 ports in the CSI in 22 countries. U.S. Customs agents, under

the program, work directly to inspect containers bound for America.

But it is not enough to extend integrated scanning only to the ports in the voluntary CSI program. So my amendment also sets a deadline of October 2010 for every single container entering the United States to pass an integrated scan.

We have waited long enough for port security to receive the attention it deserves. While the Department of Homeland Security drags its feet, it is time to put our safety first by voting for a measure that will actually stop nuclear weapons before they ever get near the United States.

This does not cost the taxpayers a plug nickel. We simply require the shipping companies to do it. When Senator GRAHAM and I visited Hong Kong—and Senator COLEMAN, who has been very interested in this issue, will confirm it—they told us it costs about \$8 to scan a container; whereas, the cost of shipping that container from Hong Kong to the west coast is \$2,000. That is .2 percent.

Shipping companies will have to put these scanners in. They will then have to pass along the costs to their customers. But I doubt the U.S. consumer would see any increase, the amount is so small and competition in the shipping industry is so large.

I support this amendment and urge bipartisan support so we can once and for all say we are keeping our world safe.

AMENDMENT NO. 4938

I have another amendment which I am not going to ask to call up at the desk right now because we don't have anyone on the other side, and they haven't seen it yet. I don't think there will be any objection to calling it up, but I am going to talk about it now, and then we can get unanimous consent to call it up. It is amendment No. 4938. Let's talk about that.

This is the Apollo project amendment. Here is what it does.

Forty-four years ago today, John Kennedy vowed to put a man on the Moon by the end of the decade. That was a bold and visionary promise. NASA succeeded with time to spare because it was backed by the full extent of American resources and ingenuity. John Kennedy called for us to do it, and we went forward and did it. It was a bold and visionary promise.

Now it is time for Congress to make the same bold commitment to homeland security. Too often since 9/11 we have said this has to be done; here is \$5 million when the job takes \$100 million. As a result, 5 years after the attacks on our country, we are still far behind where we need to be. We must stop shortchanging port security.

This amendment dedicates \$500 million over the next 2 years in competitive grants to public and private researchers who have innovative and realistic ideas for nuclear detection devices that will keep us ahead of our enemies. The funding is sorely needed.

We have to develop better portal monitoring devices. We need devices that can be positioned on cranes. We need devices that can be placed under water. In all of these areas, we need devices accurate and effective enough to keep commerce moving smoothly.

The model Hong Kong uses will work for big ports, but it may not work for small ports. In all these areas, we need the devices to be accurate enough and effective enough not only to detect radiation but to not have so many false positives that they interfere with commerce.

So many times in the past, this Congress has authorized appropriations for port security. They are simply hollow promises and do not go anywhere. This amendment is different. It makes a meaningful and long-term commitment of a worthy goal of keeping our seaports safe. Funding for the grant process will come from a port-related user fee that will be a dedicated source of revenue. It is only fair to ask those who will benefit most from port security improvements to contribute to this task.

We have spent \$18 billion on aviation security in the past 5 years. Mr. President, \$500 million is not too much to devote against the horrifying threat of a nuclear attack on our soil. The first amendment doesn't cost us any money. This amendment does. I imagine that is why there is a temporary holdup on the other side to offering it.

The bottom line is the leaders of the 9/11 Commission called a nuclear weapon being smuggled into this country "the most urgent threat to the American people." Congress has done far too little for far too long in this area. We are running a marathon against a ruthless enemy. We haven't taken any more than a few halting steps. We can no longer afford to fail in securing our ports.

I ask my colleagues to support both amendments, when we have a chance to vote on them, to strengthen this important bill.

Once again, she wasn't here earlier. I praise my colleague from Washington for the good work she has done on this bill, a bill I am strongly inclined to support.

Mr. President, I yield the floor.

The Senator from Connecticut.

Mr. LIEBERMAN. Mr. President, I rise to speak on the overall bill before the Senate to express my strong support for it and to say I am proud to be an original cosponsor of the Port Security Improvement Act of 2006 and its predecessor, the GreenLane Cargo Act.

Seeing that the clock is reaching noon, I ask unanimous consent we extend the time for the scheduled vote by 10 minutes.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. LIEBERMAN. I thank the Chair. Mr. President, I rise to express my support for the bill and say I am proud to be a cosponsor with Senator COLLINS, Senator MURRAY, and Senator COLE-

MAN. This is a comprehensive, bipartisan port security bill. I would also like to thank Senator STEVENS and Senator INOUYE of the Commerce Committee, and Senator GRASSLEY and Senator BAUCUS of the Finance Committee, for their hard work, leadership, and commitment to passing a port security bill this Congress. This is really important. In the midst of a Congress and a Capitol that has become all too reflexively and destructively—I might say self-destructively—partisan, and that partisanship getting in the way of us getting anything done, this is a bill on which members of our Homeland Security Committee and the other relevant committees have risen above partisanship and focused on a real threat to our security, a terrorist threat that would come to us in containers moving through our ports or in terrorist acts at our ports.

I know there will be many amendments offered this week. I hope we will consider them in the fullness of debate that is part of the Senate but that we always ask ourselves the question: Will this amendment stand in the way of this bill passing and making it through conference committee to be signed by the President? This is urgent and this bill responds comprehensively to the urgent terrorist threat that we face.

Ninety-five percent of our international trade flows through our ports. Prior to 9/11, the main goal was to move these millions of tons through our ports efficiently, quickly, for reasons obviously of commerce, jobs, and employment. Since 9/11, we have realized that we need to bring security into the equation but without inflicting on ourselves the precise economic harm that the terrorists intend to do to us. This is a difficult but imperative balance we must achieve.

The 9/11 Commission report said that "major vulnerabilities still exist in cargo security," and that, since aviation security has been significantly improved since 9/11, "terrorists may turn their attention to other modes. Opportunities to do harm are as great, or greater, in maritime and surface transportation"—i.e. ports.

Just last month, RAND's Center for Terrorism Risk Management Policy published a report entitled "Considering the Effects of a Catastrophic Terrorist Attack" that considered the effects of a nuclear weapon smuggled in a shipping container sent to the Port of Long Beach in California and detonated on a pier. This is chilling.

But I remember that the 9/11 Commission, in its conclusions, said one of the great shortcomings we had prior to 9/11 was a failure of imagination. Imagination is usually thought to be a wonderful thing, but what they meant by that is our inability to imagine how brutal, inhumane, and murderous terrorists could be.

The potential short- and long-term effects of a nuclear weapon smuggled in a shipping container sent to the Port of Long Beach and detonated on a

pier are devastating. The report estimated that up to 60,000 people might die instantly from the blast or radiation poisoning, with 150,000 more exposed to hazardous levels of radiation.

The blast and fires could completely destroy both the Port of Long Beach and the Port of Los Angeles and every ship in the port. As many as 6 million people might have to be evacuated from the Los Angeles area, and another 2 to 3 million people from the surrounding area might have to relocate due to the fallout. Gasoline supplies would quickly dry up because one-third of all the gas used on the west coast is processed at the refineries of the Port of Long Beach.

Short-term costs for medical care, insurance claims, workers' compensation, and evacuation and reconstruction could exceed \$1 trillion. By comparison, the cost in similar categories resulting from the attacks on America on September 11, 2001 were between \$50 billion and \$100 billion. Besides damage to the United States, the attack would cause economic effects that would ripple across the globe.

That is devastating and chilling. I hesitate to even speak it on the floor of the Senate, and yet it is the world in which we live, and the threat is real.

The unsettling fact is, we still have too little idea about the contents of thousands of containers that are shipped into and across the heart of America every day. It is strange to say, but perhaps the controversy over the Dubai Ports World incident raised the collective consciousness of the American people and Members of Congress to the vulnerabilities that we face at our ports. Following that incident, the Homeland Security and Governmental Affairs Committee marked up the GreenLane bill, and later Senators COLLINS, MURRAY, and I started working with the Senate Commerce and Finance Committees to craft the comprehensive port security legislation that is before the Senate today.

The Port Security Improvement Act of 2006 builds on these foundations for homeland security by strengthening key port security programs by providing both direction and much-needed resources. I would like to focus my colleagues' attention on a few critically important parts of the bill.

First, the bill moves us closer to the goal of inspecting all of the containers entering the United States through our ports. The legislation requires DHS to establish a pilot program to inspect 100 percent of all containers bound for the U.S. from three foreign ports within 1 year and then report to Congress on how DHS can expand that system.

There is legitimate concern that inspecting 100 percent of containers would be so burdensome that it would bring commerce to a halt. However, technology companies have been working for several years to build more efficient inspection systems. The Port of Hong Kong is currently testing an integrated inspection system to scan every

container entering the two largest terminals at that port, while the research and development offices of DHS have begun work on developing automated systems to analyze this data. We should move towards 100 percent inspection as fast as we can get there, understanding that we can not afford to bring commerce to a halt. This legislation will provide us critical information about how soon we can achieve this goal.

Second, this bill authorizes comprehensive and robust port security grant, training, and exercise programs, with a \$400 million grant program available to all ports. Third, this legislation requires DHS to deploy both radiation detection and imaging equipment to improve our ability to find dangerous goods and people being smuggled into the United States.

DHS has committed to deploying radiation portal monitors at all of our largest seaports by the end of 2007. Unfortunately, this "solution" is, in fact, only half of the equation. To provide real port security, radiation detection equipment capable of detecting unshielded radiological materials, as these portal monitors do, must be paired with imaging equipment capable of detecting dense objects, like shielding.

This legislation requires DHS to develop a strategy for deploying both types of equipment, and the pilot program for screening 100 percent of containers at three ports similarly requires that both types of equipment be used.

Fourth, this bill requires DHS to develop a strategic port and cargo security plan, and it creates an Office of Cargo Security Policy in DHS to ensure Federal, State, and local governments and the private sector coordinate their policies.

Currently, the Coast Guard is responsible for the waterside security of our ports. U.S. Customs and Border Protection regulates the flow of commerce through our ports. The Transportation Security Administration is responsible for overseeing the movement of cargo domestically. And the Domestic Nuclear Detection Office has been working with the Defense Department and the Department of Energy to strengthen our ability to detect radiological materials anywhere in the country.

It is imperative that these agencies, offices, and departments are working closely with each other, as well as State and local government and the private sector to develop and coordinate port security policies and programs.

Lastly, this bill requires DHS to develop a plan to deal with the effects of a maritime security incident, including developing protocols for resuming trade and identifying specific responsibilities for different agencies.

This is critically important to ensuring the private sector and our global partners have enough confidence in our system, so that we can mitigate any

economic disruption and foil a terrorist's plan to hurt our economy.

Moving the Port Security Improvement Act of 2006 forward will take us one giant step closer to where we ought to be by building a robust port security regime, domestically and abroad, and provide the resources necessary to protect the American people.

I look forward to continuing to work with Senators COLLINS, STEVENS, INOUE, GRASSLEY and BAUCUS, and our colleagues in the House, to finalizing meaningful port security legislation.

Yesterday was a day of remembrance and requiem. Today is a day to resolve that we will do everything in our capacity to make sure that no terrorist attack against our country and our people succeeds in the future. That is the intention of this bill. I urge Members of the Senate to adopt it by this week's end.

Mr. President, I yield the floor.

The PRESIDING OFFICER. Under the previous order, the hour of 12 p.m. having arrived, the Senate will proceed to a vote on amendment No. 4921 offered by Senator DEMINT, as amended.

Mrs. MURRAY. Mr. President, I ask for the yeas and nays.

The PRESIDING OFFICER. Is there a sufficient second? There appears to be a sufficient second.

The question is on agreeing to the amendment. The clerk will call the roll.

The legislative clerk called the roll.

Mr. McCONNELL. The following Senator was necessarily absent: the Senator from Rhode Island (Mr. CHAFEE).

Mr. DURBIN. I announce that the Senator from Hawaii (Mr. AKAKA), the Senator from Indiana (Mr. BAYH), the Senator from Maryland (Ms. MIKULSKI), and the Senator from Maryland (Mr. SARBANES) are necessarily absent.

The PRESIDING OFFICER. Are there any other Senators in the Chamber desiring to vote?

The result was announced—yeas 95, nays 0, as follows:

[Rollcall Vote No. 240 Leg.]

YEAS—95

Alexander	Dodd	Levin
Allard	Dole	Lieberman
Allen	Domenici	Lincoln
Baucus	Dorgan	Lott
Bennett	Durbin	Lugar
Biden	Ensign	Martinez
Bingaman	Enzi	McCain
Bond	Feingold	McConnell
Boxer	Feinstein	Menendez
Brownback	Frist	Murkowski
Bunning	Graham	Murray
Burns	Grassley	Nelson (FL)
Burr	Gregg	Nelson (NE)
Byrd	Hagel	Obama
Cantwell	Harkin	Pryor
Carper	Hatch	Reed
Chambliss	Hutchison	Reid
Clinton	Inhofe	Roberts
Coburn	Inouye	Rockefeller
Cochran	Isakson	Salazar
Coleman	Jeffords	Santorum
Collins	Johnson	Schumer
Conrad	Kennedy	Sessions
Cornyn	Kerry	Shelby
Craig	Kohl	Smith
Crapo	Kyl	Snowe
Dayton	Landrieu	Specter
DeMint	Lautenberg	Stabenow
DeWine	Leahy	Stevens

Sununu
Talent
Thomas

Thune
Vitter
Voinovich

Warner
Wyden

NOT VOTING—5

Akaka
Bayh

Chafee
Mikulski

Sarbanes

The amendment (No. 4921) was agreed to.

The PRESIDING OFFICER. The Senator from Georgia is recognized.

2006 LITTLE LEAGUE WORLD SERIES CHAMPIONS

Mr. CHAMBLISS. Mr. President, I rise today to encourage my colleagues to join Senator ISAKSON and me in supporting a resolution congratulating the 2006 Little League World Series Champions, the Columbus Northern Little League team of Columbus, GA.

On August 28, 2006, the Columbus Northern Little League team defeated the Kawaguchi Little League of Japan by a score of 2-1 and concluded their season with an impressive record of 20 wins and only 1 loss. And when you consider the fact that more than 7,000 Little League all-star teams took the field in July, you realize the magnitude of this accomplishment.

Their talent, hard work, and sportsmanship allowed them to become the second team from the State of Georgia to win the Little League World Series, and in doing so they captured the hearts of people across Georgia and in many parts of the Nation who love the game of baseball.

As a former Little League coach during the years that Julianne and I were raising our children in Moultrie, I was so proud to participate in the long-standing tradition of Little League Baseball as a coach for my son's team—the Destiny Dawgs. There is no question that this great arena of sportsmanship, founded in 1939, builds confidence, determination, and hard work in youth.

And since the inception of the Little League World Series in 1947, it has grown to encompass not only national teams, but teams from all around the globe.

I would like to recognize the 11 young men of the Columbus Northern Team individually for their great accomplishment: Matthew Hollis, Ryan Lang, Mason Myers, Matthew Kuhlenberg, Patrick Stallings, Josh Lest, Brady Hamilton, Cody Walker, J.T. Phillips, Kyle Rovig, and Kyle Carter, who became the only pitcher in Little League Baseball World Series history to win four games in one series. Their manager Randy Morris and their coach Richard Carter deserve strong recognition for guiding these young players to victory.

And I would be remiss if I didn't recognize the teachers and students of these young men's schools, and the fans who represented their community and the State of Georgia with such enthusiasm and support.

It is with great pride that I extend my heartfelt congratulations to the